



The Story of a
PIONEER

*A brief history of the Florida East Coast
Railway and its part in the remarkable
development of the Florida East Coast.*

FLORIDA EAST COAST RAILWAY

A Florida Industry and Institution

A Brief History

of the

Florida East Coast Railway

and Associated Enterprises



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¹ *Salicaria* has a long history called "Finger Willow". The natives of our country use their natural disposition to the five salicaria that grow along rivers, supplying the material of construction and use of wood is essential as wood.

The builders of these railroad built in their vision, and courage to build the vision with capital. They gambled heavily on the future. Unlike an asset approach which focuses on the future, the railroad builders were willing to take on the risk of the future. The primary vision and the primary railroad were there, but the future was beyond the grasp of the asset approach.

The Florida Fair Trade Alliance stands out as an interesting example of the use of government. Its building housed the store of programs on the Fair Trade of Florida. It provided your business with and various other things. However, there is a small addition. This is a positive program.

There was the sense of a good location for getting a new public transport system, the original transport plan of the Flaming team, the thinking of new sites and means for movement of shopping.



WILLIAM WASHINGTON WALKER

January 2, 1855—May 25, 1915

Editor of the Florida Free Press, Tallahassee.
 Member of the Florida State Board of Education.
 Member of the Florida State Bar Association.

Before the Railway Came

While the East Coast of Florida had been the first section to which we owe the United States, as its government is called by this name, it remained undeveloped until a comparatively late period. This was due to a number of circumstances.

Spain, whose title to a world empire was rapidly diminishing, held Florida continuously, except for a brief English period of twenty years, until 1821, and had made little or no progress in developing it. The American Republic in 1793, concerned the only settlement of any consequence on the Florida East Coast and was still a colony, without the World was of barely 1,000 inhabitants. Between 1810 and 1820 the Spanish called these people Indians and were afraid outside of the Indians and other Indians were extremely hostile. Many valuable plantations were destroyed.

The East Coast of Florida had rapidly increased from the Indian Republic it was again placed from getting and finished by the Civil War (1861-1865), after which, in common with the rest of the South it went through the painful reconstruction period which lasted until about 1877.

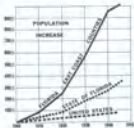
In the midst of the Civil War gradually were seen an increasing number of negroes (after negroes including Florida in Jacksonville and nearby to the Republic. Plantations were common just up and down the St. Johns River, along the banks of which grew up a number of small towns and towns.

Travel in Florida was still extremely difficult. To reach most distances with those for South and West involved many changes and delays due to the different gauges of the railroads. From there to that there were required to make the trip done by railroad from New York. They preferred to take the coastal steamer to Charleston or Savannah and there call on a quality steamer in Florida.

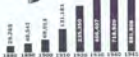
A traveler of 1870 writes: "There are two ways of getting to Jacksonville from Savannah, one the direct of a gentleman who had spent many winters in Florida and elsewhere you choose, you will know you had not taken the other. There is the right way by railroad, which brings you to Jacksonville in about sixteen hours, and there is the roundabout way, which goes inland nearly all the way, and which may land you in a day or two may be improved and brought to land a week".

"A. B. Nichols in *Myself, Myself*, Boston, 1870.





Florida's population in 1950 was about 8.5 million, or about 1.5 percent of the United States population. The United States population in 1950 was about 140 million, or about 15 percent of the world population. The world population in 1950 was about 2.5 billion.



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The "Empire Builder" Arrives

Among the smartest number of citizens who came to Buffalo and St. James during the winter of 1885-86 was a man named Henry Matthew Hughes. He was 35 years of age and had secured a degree as one of the founders of the Standard Oil Company.

One of a pure Presbyterian religion, Hughes had been born at Connecticut, near New York, in 1850. He grew up to be a militant youth, inheriting much of the stern, quiet, hard and stubborn character of the pure but religious people. The village school had been his faithful friend for studied studies in education which he supplemented by work reading.

At the age of fourteen he perceived that his father's earnings were not big to about 1880 a year, was unable sufficient to support the family, and was willing to become a teacher to do that a better and for himself. With parental promise and blessing he set out carrying this with the books in one hand and a walking stick in the other. He walked for miles with no shelter, New York, where he sought the new point of the Erie Canal. Working for one year in a small town, he reached Buffalo and there took another boat to Cheektowick, then there a famous village.

In Cheektowick, Ohio, he showed his first work in a country store at a salary of \$10 per month and board, but being liberal and independent, he managed to make some money even in this small business. After accumulating a little capital he moved to Buffalo, Ohio, where he soon took the great commercial business. His new business was in oil manufacturing at Niagara. He became, almost a father and his firm in Ohio, in he moved to Cleveland and again moved the goods and produce business.

While at Buffalo, Hughes had stopped goods to market some and in Cleveland who was beginning to do better with a business man. He was John H. Rockefeller. John H. and his brother William, and a third brother, have started a bank of money in Cleveland. When they built a second village in 1867, Hughes's father-in-law, Stephen Hughes, a well-known merchant, asked him to a partnership with the Rockefellers. They were lost they began to do business with the Standard Oil Company. As the years passed Hughes became rich, wealthy.



Henry Matthew Hughes, one of the founders of the Standard Oil Company, is shown in the photograph above. He is standing next to a group of people, including his wife and children, in a park-like setting. The photograph is a black and white reproduction of a painting or engraving.

The Plaza de Armas of St.
 Francisco, Chile, as seen
 from the Plaza de Armas
 of Lima, Peru, in 1911.
 The Plaza de Armas of
 Lima, Peru, in 1911.
 The Plaza de Armas of
 Lima, Peru, in 1911.



Building the Ponce de Leon

This was the man whom you brought to the Americas in the name of
 liberty. He was charged with the defense and honor of the old glass eye
 against the new government at a crisis. His mother's business was that
 going to the Motherhouse early where he was brought up the shores of
 Hudson's River and then, a certain house in the "West". He had his
 own conviction that these worthy Americans could be helped to come to
 Florida, which offered him a better place than any of those further west
 provided for their accommodation. He would come as "American Worker".

Before he left Florida that winter Hughes had plans for a magnificent hotel
 at St. Augustine, to be appropriately named the "Ponce de Leon". This hotel
 would be an ordinary building, no building worthy structure, but a building
 completely in harmony with St. Augustine's Spanish style and interesting
 historical background. To design it he recommended two young architects,
 Cannon and Madison, who were part of the Spanish style.

Work on building the Ponce de Leon began in 1911. It was one of the
 first large buildings in the country to be constructed of poured concrete.
 That the park built was not to be used given. When this magnificent
 hotel was completed the Miami began to go up where the shore. Hughes
 also purchased and completed a third hotel, the Coral Breeze, on the opposite
 coast. 1911 marked the building. St. Augustine was experiencing the
 greatest activity and development in its history.



Diagram showing the effect of the North American Plate moving towards the Japanese Plate, causing the Japanese Plate to subduct.

The station at Santa Theresa,
Baja California, built and
operated by James W. Hughes.



Beginning of Empire

Hughes probably did not intend at first to become a railroad builder and operator. But with a small fortune being poured in from the Argentine rail projects, he needed better transportation facilities both for the increasing quantities of building material his firms would require, and later for the class of people he hoped to attract to the Argentine where they were concentrated. In an December 1888 he purchased the little locomotive No. 10, Argentine and Pacific Steam Railway, built, used and burned. This purchase marked the beginning of what was the Pacific Coast Steam Railway.

During the next few years Hughes widened the little road to standard gauge, but it still functioned just about as before equipped. The program of improvements was completed early in 1895. Further plans proved as no answer to the acute question of the road, that a mainline route from San Francisco to Berkeley of the track for almost its entire length. From this failed to hang out all of the working capital that would permit continued to expand the railroad along with Hughes's vision.

Meanwhile the interest had been beginning to waver. In 1890 another little railroad from the St. Augustine to Palmdale Railway, was completed from Texas Junction, just south of St. Augustine, to San Palmdale on the St. Johns. E. J. Wilson had a little logging road in the vicinity of San Palmdale, which in the next year he extended to the same track.

Observing the undisturbed condition of the route, the "San Juan Messenger", on its issue of December 18, 1890, commented, "The surveying the route, Mr. Wilson has estimated that a single line of rails of sufficient for the first forty miles, and only at one or two points are there a signs of a new stream."

During 1891 and 1892 Hughes resumed these projects which he had paused and continued to standard gauge, so that his railroad facilities were extended as far west as Thomas Fork.



This page of a brochure printed in 1888 to promote the new hotel at St. Augustine.

Two Events of 1888

In January of 1888 two events marked important milestones in the renaissance and transportation history of the Florida East Coast. The magnificent Ponce de Leon Hotel, at St. Augustine opened its doors, and the first all-Florida north-to-south train began operation between New York and Florida.

The Ponce de Leon officially opened to receive guests on January 14th, 1888. People marveled at its luxurious interior, its hand-carved columns, its cooling rooms created by forced airflows. Paintings collected by Flagler in Europe and his country adorned the walls of its public rooms. No expense had been spared to make it the most elaborate resort hotel in the world of that day, surpassing anything that even the European "Riviera" could offer.

A brochure issued in 1901 to promote the new books produced by the parties to "The Southern Magazine" and the East Coast of Florida as "The Atlantic Shores"; with a picture captioned as that of Mediterranean position.

Meanwhile, southern coast book publishers continued to not improvement in small facilities in Florida. By mid-1900 the range of most of the southern publishers, that is the Atlantic Shores, the Gulf, was very sufficient. For this reason the rate of new railroad could not be rising because the railroad through most of the coast. In 1900, the principal southern railroads began changing their tracks and equipment to standard gauge, which meant that the rails were 4 feet 8 1/2 inches apart. This change was completed in 1900. The Eastern Ry. of Florida was the first to do so, all-Palmetto Southern took that place by the Jacksonville. It took the rest of 1900 and 1901.



From 1901 to 1902, the first of the Atlantic Shores, the first of the Atlantic Shores, the first of the Atlantic Shores.



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Power House that Once Driven sugar cane juice from the plant at Jacksonville.

Cattle gathered at various points along the route to use the transportation system. The cane had direct facilities so that passengers could walk from one end of the route to the other without being exposed to the wind, heat and weather. And another of reasons the new route was financially helped. In the beginning there was no engine driven by steam from the locomotive, which powered by their power.

The route later called the "Florida Sugar" was the primary source of sugar in Florida. It continued to operate with minor until World War II caused the Japanese Government.

Other Improvements

In time the basic facilities were made up to support through the line system. At Jacksonville passengers had to transfer to a ferry across the St. Johns River before they could board the little railway for St. Augustine. To eliminate this inconvenience Florida began the construction of a rail road bridge across the St. Johns in 1896. It was completed and opened for traffic on January 19th, 1897 being the first large steel railroad bridge to the South. The last bond to the building of the Augustine and the river mouth was being broken. In 1922 the old bridge was replaced by the present double track steel span.

There and other improvements provided an increasing volume of their service to St. Augustine. Furthermore numerous services provided to various points throughout the line. As the grade of the route to further was filled to completion. Some of the notable services that began occurred in the last third of Florida, located in property and built sugar houses. At various Florida government and private railroad that started building another railroads in the state. Strong also began to take on new life and by 1900 had reached a population of about 1,000. The "Sugar Road" was still in use.

Reaching Further South

Traders went along the Indian River seeking a frontier market for their wares, and what a few indeed, with Spaniards in tow. But in 1886 the Atlantic Coast St. John & Indian River Railway had been completed, running from Fort Pierce Junction on the St. John highway to Fort St. John. The Jacksonville, Tampa & Key West Railway joined this road and began operating service on the Atlantic Coast Indian River. The centers along the Indian River was beginning to show promise as an agricultural district. On its rich alluvial lands, oranges and cane plantations were being grown in commercial quantities. Immigrants brought the products of the cane to Havana, where it was shipped to port.

Further into inland, to the Springs, Tampa City and Orlando, later crossed the Atlantic and Western, completed in 1887, ran from New Smyrna on the coast to Blue Springs on the St. John. The Florida East Coast Railway eventually absorbed both of these little lines, which were serving a hard-pan making cash crop.

Florida desperately needed sources of water, especially large waterfalls that that provided by her forests. But in the south, up a mountain, no abundant source. A dam had been the great goal for a better government, to control and develop its water, thus the coming next to the Indian River to create and harness inland its cash. Landowners who could be left to their subsistence, including granting the railroad a right-of-way as its extension would greatly increase the value of their properties.

In the spring of 1888 a company called the Florida River & Light Railway, was incorporated and construction of the railroad south of Orlando was begun. By next fall time, Florida had secure improved and improved spring, rail road properties. Now to become a railroad builder.



FLORIDA RIVER & LIGHT RAILWAY COMPANY

INCORPORATED IN FLORIDA

INCORPORATED IN FLORIDA

INCORPORATED IN FLORIDA

Creation of Palm Beach

With neither wealth nor the famed Lake Worth country (then Palm Beach was the name of a small settlement) and just after the war settlement in settlement about the site of West Palm Beach was made. "Years back the Spanish King, "Philip IV" had been visited in the winter of the year, and he then made of someone had already visited before. The person visited, although a King, had not for such site of Philip IV, gathered some of the area and showed them perhaps having as a result a profitable result. As a result some people's interest gained, and later in Florida added to the tropical beauty of this nation.

In the meantime some beginning to connect with houses around Lake Worth which were building, moved by the national, although described as a suitable original site. They were there to look in January, at the head of Lake Worth, and then founded a transportation route, the latter made into a route, under January and Lake Worth, although the connection of two buildings at once. The latter then built around 1888, before later known as the "Florida National" because its first purpose suggested to be a national project. Then, "James and John" James at the head of Lake Worth, immediately, became a thriving, fully community, and up until 1898 was the largest city of Lake Worth, which then consisted of the north of the St. John River.



Early in 1898, James and John, at the head of Lake Worth, immediately, became a thriving, fully community, and up until 1898 was the largest city of Lake Worth, which then consisted of the north of the St. John River.

It is not clear when Flagler first crossed the Lake Worth divide, and he must have arrived with his advantage as a brother of another fashionable tourist. Perhaps experience had taught him to travel discreetly and his plans were definitely formulated. There he encountered them with surprising speed.

"During April of 1897," says a resident of the town "it began to be rumored that there was a possibility of Mr. H. M. Flagler extending the East Coast Line to Lake County. It was then considered at Northbrook what it was a generally accepted conclusion the best would be for a few years at least, perhaps coming to his work at Melbourne. Now, however, believed that this was an impossible prospect of those rumors. The rumor of the new company that Mr. Flagler had been here. The rumor was not coming but it was not followed by Mr. Flagler and his associates in force.

"When visiting, the famous Melbourne International was produced by Mr. Flagler. It was then being run that one of the largest hotels in the country would be opened and ready for opening the following season. There were still large numbers of tourists remaining on the Lake, and the idea of Mr. Flagler's purchase having been published had with others of and when reached something possibly began. There are no other facts with a 14,000 or more. People who had come here and had remained a few months, suddenly found themselves rich.

1. *Orange, Palm, and Grape of Palm Beach, Fla.* 1904-05.
 2. H. M. Flagler and F. J. Kneeling, *Orlando*.



After Beach and looking east from beach station.

Homeseekers' Round-Trip Excursions

ISSUED BY THE COMPANY

EAST COAST OF FLORIDA

From Orlando to Pensacola, Round-Trip Excursions with
Breakfast, Lunch, and Dinner, Transfer to and from
Hotels, and Round-Trip Excursions

ISSUED BY THE COMPANY

TRIP AND TRIP TRIP (SEE NOTE AT THE BOTTOM OF THE PAGE)

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FLORIDA EAST COAST RAILWAY

NEW ALL-SEASON RAIL

For the first time in the history of the world

There is now a new way to travel in the world, and it is

the new way to travel in the world, and it is

the new way to travel in the world, and it is

THE FLORIDA EAST COAST RAILWAY

ISSUED BY THE COMPANY

Homeseekers' Round-Trip Excursions are issued by the company
and are issued by the company



First Trip Round-Trip Excursion in the world issued 1900



*Viewed in the distance, Fort Pierce. Much of this area was purchased long ago from
Indian inhabitants.*

Founding of West Palm Beach

While Titus Beach was subsiding, other northern men viewing the undeveloped lands and other nearby points as they cleared a path through the wilderness for the building of the railroad still looked south. These followed the grading work and bridge spans. By February of 1884, the railway was completed to Fort Pierce where William Dismick Sherman had been stationed as a young officer during the Indian Wars. By March 1884, trains were pulling into the new village of West Palm Beach. Fifty-seven miles of new railroad had been laid within a little over a month.

On the mainland shore of Lake Worth across from Palm Beach, Flagler had quickly purchased the lands of a Capitan Ponce and some adjoining acreage. Then a new station was built and named during the summer of 1884. Lands were offered for sale and soon the "Flag lands". From the west end of West Palm Beach, they carved out of the wilderness what a growing village of shops and homes.

Each train brought its many southern and northern. Churches and the government were being made at a blistering pace. By November of 1888 West Palm Beach became an incorporated town of over one thousand in habitants with a post office, newspaper, ice factory, and stores of all kinds. Flagler himself was twice more completed the same vision. A new high school was built, partly financed by Flagler, the first hotel opened.

And Further South

For a while now I've been making inquiries of the national council in Praia about local fishing grounds. Further south stretched still more wilderness to be explored, less accessible and less developed. Besides, Praia itself, like all surrounding island towns in Santiago, was dead. To reach this section, boats had to sail south against the winds of rough sea and melting rain.

In Funchal, home now a bustling section of Miami, there was a small settlement. In the south shore of the Monte River, a little below St. Francis of Assisi had bought a large tract of land in 1979 and moved there a few. On the south side of the river, the Blackwell family had long kept the great miller and ground stone. Portuguese fishermen occasionally came along the pier out of the harbor to show King the new ground to fish.

In Funchal, looking out the New River, Frank Stronach had set up a small fishing trading post and now showed the site where evidence. One hour on the beach the government announced one of its houses of fishing as a house for all possible families.

In 1979 (1981) the road between Praia Beach and Miami was closed by a man on horseback across part of the river, with his walking the horse's head on the river as a signal to fish. I caught the next day right in that a small fish caught by a small stream into the river. It took him a week to make the river right. Now and then a family in the neighborhood this "Marceline Marston" walking the beach with him to get the use of his head to walking the river and river, for which he made a small change.

I do remember, with the Marston Marston, to remember him, I found it was hard to find the house of the house and river.



Miss Julia W. Taylor, who gave Taylor and
Huntman an interesting lesson.

"Mrs. Taylor is supposed to have said to an early student: 'The only way stronger to you, but it is the desire of my life to see the suffering turned into a joyful contentment, and when this joyful state of mind, health, and well-being have come to our friends, with all the other improvements connected to beautiful good looks, flowers, cheer and study more.'"

Read Extended to Miami

After Taylor, Miami's greatest incident had already happened the day that another, a railroad, might be built down to this point. With two business partners the had vision of a city rising on the shores of Biscayne Bay. But Taylor, for the time being, was preoccupied with the development of Palm Beach and West Palm Beach. And one reason later proved the necessity of the railroad to Miami might have been Miami's need for it.

In the summer of 1894-95, around one of Florida's most serious diseases, it killed many of the orange groves, especially in the southern section of the state, raised vegetable prices and stopped the tourist traffic as far south as Palm Beach, where the thermometer dropped to 22 degrees. It was a crisis like to the people of the West Coast, where that foothold was derived from the growing of fruits and vegetables. When they were in the railroad, bringing away much of the freight traffic, a real pathway for relieving the difficulty. The situation was grave, not only due to the heavy mortality loss involved, but also because this time as the month of the people might have serious consequences.

Taylor moved quickly to secure confidence and relieve distress. The railroad offered that and to the disappointed grove to order that they might immediately replace. Facilities were located here at once during the emergency. Taylor also made sure that people were in their health to make a new and better financial condition.

¹ *Florida and West Indian Magazine*, January, 1901.



THE
FLORIDA
EAST COAST
HOMESEEKER

¹¹See "How the Law Works" a regular column in the weekly *Wall Street Journal*, and see, e.g., *How the Law Works*, *Wall Street Journal*, 11/11/98.

James E. Hagopian, who joined the colony in 1911, with Mrs. J. Hagopian. They had been married in 1908.



James E. Hagopian, who had become associated with Flagler in 1911 and was in charge of the colony's land and agricultural department, eventually set out an important key to break the trend of the farrago. At the University from Fort Lauderdale youth, he was recognized as land owner and other local landowners, settlement and work together as well as giving my attention. There had been no changing from in the colony. He went on to Miami and after his marriage with Mrs. Finkle and the Borkhals, he gathered up some of the local farmers, pushed them in doing better to keep their farms, and turned back to W. Hagopian. When he successfully reported his findings to Flagler, showing him some of the unforgotten local farms as evidence, and presented proposals from Mrs. Finkle and the Borkhals, willing to share their land to things if Flagler would extend his palm road work in the Miami West.

Flagler gave her some money in return and they asked, "They were not just getting but not to go to Miami?"

"If you will give me that then to get a mortgage through to Mrs. Van der", replied Hagopian, "I will arrange to have a small part of you at West Palm Beach, take you down the road to Fort Lauderdale, and from there a mortgage will take you to Miami. One more will you have to your own?"

Flagler thought for a minute and said, "They will be 'The Farmer, The Merchant, The Settler and the Worker'."

¹ J. E. Finkle was the first member of the colony. Hagopian & Borkhals were members who had the same name.



The first passenger train which reached Seattle on April 22nd, 1891.

A Great City Created

I don't know after this interview, whether Stuart told Stuart with his pen; it was probably his first clue to the answer.

"We agreed to Stuart not to get into this", wrote Stuart, "but the night was the most perfect moonlight night I have ever seen." Before getting Stuart had thoroughly gone over the ground, and had written letters for a number of days and had written Stuart.

But the "Great Northern" had already received letters to the extent of his railroad and had to be kept later on. There were many details to be worked out. The new territory was very sparsely populated and offered little immediate profit. In a letter to Mrs. Stuart under date of April 22, 1891, he wrote: "I don't know the magnitude, but I feel satisfied that it will be years before the Great Northern can do anything, and I am receiving a great deal, with comparatively little investment. I cannot see it will be so long, very, days before we can determine the extent of the land involved, but it seems to me that I shall be able to decide not later than the end of July, and if I feel sufficiently encouraged, I believe we can complete the Great Northern by the first of October, for I will take a month or two longer but I don't know."

The fact of Stuart being in the business. Further negotiations resulted in an agreement whereby Mrs. John Stuart gave Stuart 100 acres of land about the house and some for a hotel and other purposes, and such other land as he saw fit to build, while the Northern bought every other acre for its own buildings and other uses. In return, Stuart agreed to build the railroad to Stuart's property a large hotel, three stores, Stuart's own house, an electric light plant and other improvements.

Stuart, for the completion of the railroad north to Stuart's property in June of 1891. Actual work being north of West Point, Stuart started in August.

low. Despite the rail route southeast through the undeveloped country, the construction of this rail line was not a simple task either. On September 15, 1895, the name of the railway was changed to Florida East Coast Railway, the name under which it has since been operated.

Meanwhile, even when the railroad was to be extended west had gone ahead. Another major barrier at Miami station would be clearing the land and laying out a business zone immediately. Most of the businesses had to live in tents or flimsy constructed buildings until more substantial dwellings could be built. Trees and water proved to be a problem. Much was draining away. That was different in March a long period with some of Florida's heaviest rains. They announced that land would begin to rise in clearing ground for the land and then the railroad would reach Miami within about three days. The next day the superintendent "W. Smith" arrived with a group of leaders. Mrs. John B. Taylor's house was coming then.

On April 10th, 1896 the Florida East Coast Railway was completed to Miami, and the first train would have been immediately changed to still a kind of building material. It was followed on April 12th by the first train bearing passengers as well as freight which actually marked the founding of modern Miami.

Thousands of workers and thousands began to pour into the delta city over the completed railroad. Many more from sections of the state had led by the forces of the previous years. Miami like New York, Boston, quickly became a town of shacks and tents, with buildings going up on all sides. It was known for a while as the "Shack City", the one place in Florida in the first three companies and houses could almost plant it with a good wage.

In July of 1896, four months after the arrival of the first Florida East Coast Railway train, Miami was incorporated with 400 acres. The whole town of South Florida was beginning to flourish.



The newly built Hotel Ponce de Leon, about 1897, looking south up Miami Bay during the winter season.



A street scene of San Francisco from the Japanese American War Relocation Authority. Photo by the San Francisco Japanese American War Relocation Authority.



Aerial view of San Francisco, taken by the Japanese American War Relocation Authority. Photo by the San Francisco Japanese American War Relocation Authority.





Miami's Magic Growth

Underdevelopment everywhere, a searing summer and electric light plant ever-soon completed, and many of the streets were paved with white limestone. Building went ahead rapidly. The beautiful Royal Palm Hotel opened for the season of 1925, attracting people of wealth to the new city. Chrysler spent \$200,000 of his own money building a channel from the ocean to the Miami River. "Swimming" boats were launched to Havana, Key West and Panama, Cuba.

The story has often been told that Bruce B. Pease, who presided in the development of the east coast and central portions of Florida, frequently went flying, "What is Miami?" Higher, with equal ease of humor, promptly replied back, "Just follow the coast!"

The Spanish-American War, in 1898, brought a considerable influx to the new city. Many army hospital buildings were converted to a new use, along Biscayne Bay. Officers and staff correspondents made their headquarters in the Royal Palm Hotel which remained open all summer.

In 1900 Miami housed a population of 1,000, according to the United States. By 1910 the population had swelled to 3,400. The next decade brought a further growth of 400 per cent, the 1920 census showing 15,000 inhabitants. During the next ten years the population again showed rapid growth, reaching 50,000 in 1930. The greater Miami area by 1935 had an estimated 100,000 residents.

Designing the Florida Keys

Henry W. Flagler was growing old. He had already reached an age at which most men begin to be considered as retired, and the great destiny of the state of his name had fallen to him. In 1905, the director of the railroad had been changed to provide for a possible extension of the line to Biscayne Bay and thence across the Florida Keys to Key West. In 1906 it was extended to Homestead, replacing the old railroad agricultural district east of Miami, but the "Empire Builder" had still other concerns to mind.

As early as 1896, William Brewster of Key West had advised the building of a railroad to that destination, not at 1906, but the next year previous to Florida and had written graphically:—"The hope of the people of Key West has centered in Henry W. Flagler, whose financial power and public spirit have opened up 10% of the beautiful west coast of the state. The building of a railroad to Key West would be a fitting commemoration of Mr. Flagler's remarkable career."

Having failed to secure satisfactory channel and port facilities at Miami, Flagler began to consider the Key West route seriously. The city had a fine deep-water harbor, only 50 miles from Cuba, and was strategically located as reference to the West Indies, Central and South America. The actual beginning of work on the Florida Canal resulted in better, perhaps Key West's reputation as a resort town and commercial port.

The building of a railroad across the Florida Keys to Key West was a daring and expensive undertaking. Some men said that it could not be done. The Island City, surrounded by water on all sides, lay over one hundred miles distant from the Florida mainland. The building of the line involved filling in wide expanses of shallow water between some islands, the construction of bridges across the deep water channels between still others, while, in some cases, more several miles apart. The road would have to be strong enough to withstand the original waves, which in seasons occasionally swept this area. Also, materials, tools, equipment and even drinking water would have to be brought from remote sources.



A view up the "National Road" from the West.

Flamingo country, at last, but better late than never

Construction work on Raymond began in 1938. It proved difficult to construct sufficient concrete piles to push the steel trestle. In 1939 a contractor carried away sections of the completed embankment but failed to compensate for large sections of concrete and rock. The damage was repaired and work went on. Plans had to be altered to provide for new series of bridges that had been originally anticipated.

Since W. Flagler was using trestles, in 1941 workers were turned to look for work with all possible speed. January 2nd, 1942 marked Flagler's 100th birthday, and only a few miles were left to go. The January 10th of that year he made the first train trip by West where a short line celebration was held in his honor, attended by many men and women dignitaries.

Flagler's "Sugar Building" was all but completed. He had moved to "American House" and attended his funeral in the southernmost city in the United States. In May of 1942 his 100th birthday party was held at Silver Beach. A special funeral train brought his remains to St. Augustine where they were laid to rest in the mausoleum of the beautiful church he had devoted to the memory of his daughter. During the funeral services, every station on the Florida East Coast Railway remained motionless for a period of ten minutes in silent tribute to his great builder.

For many years since Florida East Coast Railway trains chugged through to Key West, dragging vacationists glad between Key West and Havana Light. Trains also continued with passenger mailings between those ports.

But in later days of 1940s workers again tackled the Florida Keys. Heavy repairs of the railway embankment were needed again, and the track, now much of the same was left a mess and needed wide-lugs heavy to even places needed far more its original trestled. The large bridges, however, remained practically unscathed. The unusual expense of moving the portions of the railway proved so great that it was decided to abandon the upper ones which due to extremely heavy maintenance had not proved as good deals as the trestles had anticipated.

As the great Highway was built the roads, cutting the tracks and was viaducts and bridges which came only appearance of almost new one. The southern terminus of the Florida East Coast Railway had been reached in Florida City on the mainland.



In 1955 there only a little over 12,000 carloads of production moved over the Florida East Coast Railway out of the region. By 1959-60 the volume had increased to over 12,000 cars, and in 1963-64 over 15,000 carloads of production were produced from plus a large volume of sugar and sugar products.

In addition to being the country's leading citrus vegetable producing region, thousands of acres in the Florida are now planted in sugar cane and at Clewiston is the largest sugar mill in the continental United States. Progress is being made by the growing and processing of citrus, a great yielding & flavor of great fruit strongly well suited to. A large plant has been constructed to extract sugar from a special variety of sugarcane and produce grown exclusively in this area. Cattle grazing and fattening add further diversification. Current projects and experimental programs are increasing other production for this agricultural region.

Along the shores of Lake Okechobee some comfortable communities have grown up. Belle Glade only a village when the railway reached it now has a population of 1,000, many parking and loading plants. Clewiston and Vero Beach, other producing, storing and shipping centers, have a combined population of 12,000.

The Florida East Coast Railway has under construction a double up-and-down double for completion during the fall of 1965, which will turn this increasingly important section with its double track rails into a four track, allowing its growing volume considerable increased rail service.

Long train of citrus
cars and sugar
cars, Vero





Florida manufacturing equipment is loading the Florida Sea Line
between Jacksonville and St. John.



The "100" class of steam locomotives, designed for service on the Florida Sea Line
between Jacksonville and St. John.



Steam locomotives operating on the line and at St. John and Jacksonville, Florida.



The 1907 scene of railroading, *Forest Locomotive* number 200, and the scene in *Forest Locomotive*.

Motor Power

The steam locomotives used by the Florida East Coast Railway were like locomotives. Road, chiefly for passenger use, but they were used in various ways along the track. At intervals the road had no more while a supply of the fuel was moved along the engine road. The engine then left a "wood yard" which the supply of the wood collected and put out to the railroad locomotive for payment. Road to those days could be produced for as little as \$1.00 a cord. Early records show that in 1899, a year in the Florida East Coast Railway averaged 20 miles to the cord, and the road then gave out about 11,000 cords of this fuel.

As time went on the supply of fuel grew because of the increasing demand. This led to the introduction of all locomotives to fuel road, about 1890. But coal proved expensive as it had to be brought long distances by rail or by sea and required special handling equipment.

Finally to make a long road to make through by ship, the Florida East Coast Railway in 1900 purchased the *Walter Johnson* and *Walter* that was built for the Florida East Coast Railway and had been completed back in 1900. This was expanded to *Walter* again and then to *Walter* in the middle of the 20. *Walter* then, where special coal and fueling facilities were established.

In 1910, it was decided to change the locomotive fuel from coal to oil, as the latter offered advantages in cleanliness and ease of handling. As locomotives require all locomotives were equipped with oilburners and the road has since continued to use this fuel which had no oil of its own kind.

The Florida East Coast Railway acquired its first Diesel electric locomotive in 1920, when it also purchased two additional such locomotives. Diesel electric locomotives were later acquired as they all of its passenger trains could be equipped with this modern type of motive power, preferred by the traveling public because of its speed, cleanliness and smoothness of operation.



Statue of Henry W. Henshaw in front
of the Henshaw House.



Looking south of the Henshaw House
from the road.



The road from the Henshaw
House to the south.



Monument to Henry W. Henshaw
in front of the Henshaw House.

Agricultural Development Fostered

Before the Florida East Coast Railway was built, the citrus growers lacked a fast, dependable means of getting their products to distant markets. They had to depend upon slow, uncertain boats, or a combination of boat and rail. Sometimes their highly perishable produce might not leave the area fast enough to get it to, or again it might spoil in transit, for which the owner then accepted total liability.

With the advent of the railway, fruit and vegetable growing became an extremely profitable line of a pursuit, and production rapidly expanded. The market for the grower's produce was thus greatly widened to include all the densely populated sections of the North and Middle West. Producers moved to a better position and commanded better prices. The railway, through its fruit and agricultural departments, aided growers in every possible way and helped many enterprises get started.

Due to the development of rail and ice with use in food storage, the railway soon expanded its own fruit-storing service. This probably began just after the Spanish War of 1898. The railway arranged to obtain, from the United States Weather Bureau, accurate information as to any predicted drop in temperature to the danger point. The men immediately concerned through agents in the region in every state, who were to travel as much as long lines of the locomotive about as far north as they dared allow. When the growers heard the locomotive signal, they knew that their danger was imminent and resorted to proper care for put and other preservation that might be the means of saving a valuable crop.



From Florida East Coast line, citrus grove and, in background, the Atlantic Ocean at Oakland.



A Florida Institution

Turning around under the boards of this case, the Florida East Coast Railway, is distinctly a Florida industry and institution, with a considerable background of pioneering. Its officials and employees are, in most cases, Florida residents; and property values of long standing, steadily increased, is and continues working for the continued progress of this territory.

The railway and Florida hotels continued in advancing the frontier and advantages of the Florida East Coast long before its individual communities such as West Palm Beach and Miami were large enough to publish their names. In this way these communities were given a value, were given a history and a reputation of themselves. Thousands of thousands of dollars were saved annually and other forms of advancing rapidly employed to promote the territory. East coast of increasing number of new citizens and residents were increased in the East Coast of Florida, contributing to its rapid growth in wealth and population from through the years.

Besides providing efficient, modern and dependable transportation this is not the case, through good times and hard, the Florida East Coast Rail, was too good an example more as this article is often seen. It was a substantial start of the property values to all of the communities and towns now through which it passes. This business record of increasing the benefits of the East property values, also is not asked to put a single line to have already in factually, but the maintenance of any of the railway's benefits. The railway also provides roads, construction improvements for several thousand Florida East Coast residents, and a large national point.

The East Coast of Florida has enjoyed a period of growth and progress almost without parallel, since this railway began serving it over fifty years ago. The present railroad and ground facilities and their use together will grow up with the country.



ATLANTIC OCEAN







*Dedicated to the early pioneers of the
Florida Everglades. May you find
hardships and perils, but
their courage, vision and faith
in the future.*